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CENTRAL INTELLIGENCE AGENCY

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25X1A

d. Second Guards Mechanized Army

25X1B
 33d Gds Mtc Rifle Regt
 50th Gds Tank Regt
 234th Mort Regt
 34th Gds Mtc Rifle Regt
 Hq 1st Mecz Div.
 35th Mecz Regt
 219th Tank Regt

PASCHWALK	13 September
NEUSTRELITZ	24 September
NEUSTRELITZ	27 July
MURUPPIN	25 September
DOMBERNITZ	29 September
DOERLITZ or NAUEN	16 September
DOMBERNITZ	16 September

e. Third Guards Mechanized Army

Hq 11th Gds Mecz Div
 49th Gds Lecz Regt
 51st Gds Tank Regt
 52d Gds Tank Regt
 53d Gds Tank Regt
 385th Gds How Arty Regt
 78th or 85th Gds Hv Tank
 SP Regt
 54th Gds Tank Regt
 79th (?) Gds Hv Tank
 SP Regt

JUETERBOG	16 September
JUETERBOG	16 September
WITTENBERG	21 September
WITTENBERG	21 September
WITTENBERG	21 September
WITTENBERG	23 September
? WITTENBERG	21 September
unlocated	23 September
unlocated	21 September

f. Fourth Guards Mechanized Army

25X1B
 Hq 6th Gds Mecz Div
 16th Gds Mecz Regt
 17th Gds Mecz Regt
 676th How Arty Regt (?)
 Hq 7th Gds Mecz Div
 26th Gds Mecz Regt
 Hq 25th Tank Div

BERNAU	16 September
BAD	17 August
FREIENHALDE	
EHR & WALDE	22 August
BERNAU	5 January
FUERSTEN- WALDE	24 October
FUERSTEN- WALDE (?)	5 October
ORANIENBURG	26 October

Movements.

3. After the transfer of about two light AAA regiments of the unidentified AAA Div, possibly the 32nd, of the SOFG from their previous billeting area of ALTENGRABOW-MAGDEBURG to KUESTRIN-KLETZ in mid-August 1950, additional elements of this division were transferred to KUESTRIN and FRANKFURT/ODER in October 1950. It is believed that the entire AAA division has been concentrated in the KUESTRIN-FRANKFURT/ODER area for the protection of the Oder River crossings.

25X1A [REDACTED]

4. Division Training

- a. According to numerous reports, the divisions and units started to return to their military posts or went to specific areas for the final fall maneuvers in the first half of October 1950. Reports received during the second half of October 1950 indicated that the majority of the units returned to their home stations prior to the end of October 1950. A clear picture of the field exercises conducted in the individual maneuver areas is not yet available. It is believed, however, that all divisions and units other than those which participated in the large-scale fall maneuvers conducted final field exercises of their own at division or regimental level at the troop training grounds.

- b. [REDACTED], large-scale fall maneuver involving several divisions, outside the troop training grounds, were conducted

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 [REDACTED] 25X1A
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by elements of both the Third Shock Army and the Third Gds Lecz Army in the ALTINGERABOW-WITTENBERG-AKEN area during the first half of October 1950.

- (1) The fall maneuvers of the Third Shock Army in the ALTINGERABOW-ROSSLAU-AKEN area involved headquarters units of both the Third Shock Army and the IX Mtz Rifle Corps, elements of the 18th Mecz Div, the 94th Gds Mtz Rifle Div and the 207th Mtz Rifle Div, and artillery components of both the 6th Arty Div and the artillery division in POTSDAM. [REDACTED] that elements of the 14th Gds Lecz Div of the Third Gds Lecz Army also took part in the fall maneuvers of the Third Shock Army.

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- (2) According to [REDACTED] reported, the fall maneuvers of the Third Gds Lecz Army in the WITTENBERG area and farther to the east involved headquarters units of the Third Gds Lecz Army, and elements of the 6th Gds Tank Div, the 7th Gds Tank Div, the 6th Arty Div, the 2nd Gds AAA Div and the unidentified AAA Div of the Third Gds Lecz Army.
- (3) The fall maneuvers of both the Third Shock and Third Mecz Armies were conducted from the northeast to the southwest and included major stream-crossing exercises over the Elbe River west of AKEN and east of WITTENBERG respectively. The Third Shock Army forced the river after prolonged artillery preparation and air support. It is possible that the maneuvers of the two armies may have been coordinated under one supreme command, namely that of the GOFG. The maneuvers were completed on 12 October 1950, on which day the troops started leaving the maneuver area. In mid-October 1950, elements of the 18th Mecz Div, the 94th Gds Mtz Rifle Div and the 7th Gds Tank Div began to arrive at their home stations.

c. The maneuver picture in the individual army areas was as follows:

(1) Eighth Guards Army

The divisions and units of the Eighth Gds Army were confirmed in the OHDRUF-KINDEL area up to the end of September 1950. On 7 October 1950, elements of both the 57th Gds Mtz Rifle Div and the 21st Gds Mecz Div started leaving the EISCHACH-KINDEL area. Components of the 21st Gds Mecz Div began to arrive in HAULE on 11 October 1950. No information on the departure of troops from the OHDRUF troop training grounds has been received. However, since elements of the 20th Gds Mecz Div started arriving at their home stations on 12 October 1950. It is believed that the troops which had practiced at OHDRUF also began to leave in mid-October 1950. Reports on joint maneuvers involving all Eighth Gds Army units, which were conducted in 1949, have not been received.

(2) Third Shock Army

See also paragraph 4b for fall maneuvers of this army. It is not known, however, where the 19th Gds Lecz Div was during the first half of October 1950. Elements of this division had been loaded on trains in HALDENSLICHEN in late September and early October 1950, but were not observed to have arrived at their home station of QUENSDOFF prior to 6 October 1950. Although no [REDACTED] of this division were observed during the fall maneuvers of the Third Shock Army, it is believed that elements of this division also participated in the maneuvers. A report stating that CAMP BORN, in the woods at Letzling Heath, was vacant on 26 October 1950 indicated that the components of the 19th Gds Lecz Div had returned to their home stations prior to that date.

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~~CONFIDENTIAL~~(3) First Guards Mechanized Army

Little information was obtained from the billeting area of this army in October 1950. Reports from several military posts indicated that the divisions of the army were still at the KOENIGSBRUECK troop training grounds on 20 September 1950, where they are believed to have held their final maneuvers. Since tank components of the 11th Gds Tank Div returned to DRESDEN on 21 September 1950, and advance details of the units from OSCHATZ and LEISNIG arrived at their home stations in late September 1950, it is believed that the elements of the First Gds Mocz Army returned to their home stations from the troop training grounds during October 1950.

(4) Second Guards Mechanized Army

Reports from the billeting area of this army do not indicate that any large-scale fall maneuvers, involving more than one division, were conducted. Elements of the 9th Gds Tank Div, identified at their home stations on 20 September 1950, went to the area south of ZEIDENICK for field exercises at division level from 24 to 27 September 1950 and subsequently returned to their military posts.

25X1B

[redacted] indicates that some component units of the division also practiced in the WITTSTOCK area in late September 1950. The component units of the 12th Gds Tank Div were at their posts in September 1950. The observation of some units leaving their post in late September 1950 and returning in early October 1950 indicated that elements of the division held final exercises outside the billeting area during that period. On 19 and 20 October 1950, some component units of the division were loaded on trains in NEURUPPIN and, [redacted] on rail movements, went to the JUETERBOG area. In early October 1950, elements of the 1st Mocz Div, at least of regimental strength, were engaged in tank combat exercises in the DOERNERITZ-NAUEN area. Tank components of the division were loaded on trains in NEURUPPIN on 8 and 9 October 1950, presumably upon completion of field exercises. Other units of the division left by rail for the JUETERBOG area about 20 October 1950.

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(5) Third Guards Mechanized Army

See also paragraph 4b for fall maneuvers of this army. According to reports from military posts, the elements of the 9th Mocz Div were at the WEISSWASSER troop training grounds in September 1950. Units of the division returned to their home station of COTTBUS from the troop training grounds in early October 1950.

(6) Fourth Guards Mechanized Army

It appears that no fall maneuvers at army level were conducted in the billeting area of this army. Headquarters units of the Army and the elements of both the 6th Gds Mocz Div and the 25th Tank Div were still in the TEMPILIN maneuver area in early October 1950, from where they were to return to their home stations prior to the end of October 1950. On 18 October 1950, troops were loaded at the VOGELSANG railroad station. Units of the 6th Gds Mocz Div started arriving in EBERSWALDE on 20 October 1950. In late September 1950, the elements of the 7th Gds Mocz Div were still in the LIEBEROSE training area. Following a final inspection on 30 September 1950, the troops of this division began to depart for their home stations in early October 1950. Most of the troops had left the training area by 10 October 1950. The barracks of the 7th Gds Mocz Div in FRANKFURT/ODER were again occupied to capacity on 20 October 1950. Since three troop trains from LIEBEROSE were unloaded in GROSS BORNITZ and DOERNERITZ on 1 and 2 October 1950, and since two troop trains went from GROSS WUDDICKE in the RATHENOW area

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CC [REDACTED]

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to FUERSTENWALDE on 9 and 10 October 1950, it is believed that elements of the 7th Gds Mecz Div participated in field exercises in the area west of BERLIN as far as RATMENOW in early October 1950. According to [REDACTED], the units of the 10th Gds Tank Div had been in their billeting area up to the end of September 1950. It was said that the elements of this division in the Kavallerie Schulc, KRAMPNITZ, would leave for field exercises on 1 October 1950. Since troops of the 10th Gds Tank Div boarded trains in RATMENOW-North on 12 October 1950, and since 10 trains going from the RATMENOW area to SATZKORN and BRANDENBURG between 11 and 13 October 1950 carried tanks and trucks which probably also belonged to units of this division, it is believed that elements of the 10th Gds Tank Div, probably together with elements of the 7th Gds Mecz Div, conducted fall maneuvers in the area between BERLIN and RATMENOW.

5. Special Exercises.

- a. GHQ artillery units and headquarters units of the armies. Most of the artillery units which practiced at ALTEGRAFOW were observed there until the end of September 1950. Artillery units of both the 6th Arty Div and the artillery division in POTSDAM, and headquarters units of both the Third Shock Army and the Third Gds Mecz Army participated in the fall maneuvers in the MAGDEBURG-WITTENBERG area. From there, the units are believed to have returned to their home stations. For example, the elements of the 30th Gds Gun Arty Brig, which had moved to the ALTEGRAFOW range as a whole on 6 September 1950, returned to their billets in the Delius Kaserne, POTSDAM, by 17 October 1950.

- b. AAA units.

A report from WUSTROW stated that only a 100-man guard detail was located there in early October 1950. Reports on rail movements, however, indicated that AAA units were loaded in NEUBUCKOW and KROEPELIN for shipment to their home stations from late September to mid-October 1950. A report from SCHWERIN stating that about 200,000 DM East had been appropriated for providing the military quarters in WUSTROW with heating appliances up to mid-December 1950, indicates that AAA units also may go to WUSTROW for firing practice during the winter of 1950/1951.

- c. Engineer units.

It has been established that GHQ engineer troops from POTSDAM and DUESAU-ROSSLAU participated in the major stream-crossing exercises of the Third Shock Army and the Third Gds Mecz Army. The elements of the unidentified engineer regiment of the GOFG from the Delius Kaserne, POTSDAM, went to the Elbe River in early September 1950, preparatory to the stream-crossing exercise. The 36th Pon Bridge Regt of the GOFG left its ROSSLAU post for the maneuvers as late as 4 October 1950 and had already returned to its post on 13 October 1950. Several reports stating that headquarters engineer units of the Eighth Gds Army, the XXVIII and XXIX Gds Mtz Rifle Corps, and engineer components of the 57th Gds Mtz Rifle Div were in the maneuver area, indicated that these units also participated in the fall maneuvers conducted in the MAGDEBURG-WITTENBERG area. *

Personnel.

- 6. The anticipated influx of recruits into the Soviet Zone of Germany from the U.S.S.R. has been substantiated. ** A continual flow of trains with recruits from the U.S.S.R. arrived in the Soviet Zone of Germany from 26 September to 26 October 1950. The trains were primarily shuttle trains with consecutive numbers from 24001 through 24014, which had been especially equipped for the transportation of troops. These trains made several trips. The recruits arrived in the

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Soviet Zone of Germany through KUESTRIN via the GERDAUEN rail change-over station, and through GUBLIN, probably via JAGODZIN (S 52/S 07). The trains with recruits which arrived in the Soviet Zone of Germany between 26 September and 1 November, based on all reports received during that period, as well as an estimate of trains which will arrive, based on the repeated trips of other shuttle trains, are as follows:

- a. Aboard shuttle-trains No 24001 through 24014:

	Definitely Identified	Estimated	Additional Arrivals
First trip	9		5
Second trip	13		1
Third trip	8		6
Total.	30		12

All trains averaged 50 cars, each carrying 30 to 35 soldiers.

- b. Shuttle-train No 16006 of 41 boxcars, shuttle-train No 15092 of 38 boxcars carrying replacements for MGB/MVD units, four troop trains with an unknown number of boxcars and gondola cars, and one troop train with an unknown number of boxcars, gondola cars and flatcars.

It can therefore be stated that about 35 trainloads of recruits, or about 45,000 recruits, arrived in the Soviet Zone of Germany between 26 September and 1 November. Against this influx of recruits, the number of trains with soldiers going from the Soviet Zone of Germany to the U.S.S.R. for demobilization has been disproportionately small. While the shuttle trains which hauled recruits returned empty to the U.S.S.R. in late September and early October 1950, six shuttle trains have been observed carrying personnel to the U.S.S.R. since 15 October 1950. Hence it appears that the number of recruits who have arrived in the Soviet Zone of Germany since the end of September 1950 considerably exceeds the number of troops who returned to the U.S.S.R. for demobilization during the same period. Only upon completion of all movements pertaining to the influx of replacements and the movement of personnel due for discharge will it be possible to determine whether the strength of the Soviet occupation units has been permanently increased. It was previously stated that most of the new recruits are believed to belong to the 1930 class. *

7. While the daily volume of leave traffic averaged 350 troops going to the U.S.S.R. and 600 troops coming from the U.S.S.R. in August and September 1950, it averaged 190 troops going to the U.S.S.R. and 790 troops coming from the U.S.S.R. in late October 1950.

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Analysis.

8. A special report will be submitted on the results of [REDACTED]

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Supply.

9. A report on the Soviet supply installations in the Soviet Zone of Germany was forwarded separately. ***

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Transportation.

10. The traffic situation has deteriorated compared with the previous month. This is mainly due to increased harvest and coal shipments and to the greater demand for transportation space on the part of the Soviets, e.g., for troops going to maneuvers, troops returning to their home stations, recruits arriving from the U.S.S.R., troops going to the U.S.S.R. for discharge, and repatriation shipments. The ordered formation of substantial locomotive reserves caused temporary difficulties in the field of locomotives required for the increased volume of traffic.
11. Traffic at the border crossing points of KUESTRIN, FRANKFURT/ODER, FORST, HORKA/DEMKIRCH and BAD SCHANDAU continued to be normal. No details are available on the volume of traffic passing through the SCHEUNE/STETTIN and GUBEN border crossing points. See paragraph 6 above, for the shuttle-train traffic through the KUESTRIN/KLINTZ and GUBEN border crossing points. During the period from 20 September to 24 October 1950 the second pair of leave trains operating between FRANKFURT/ODER and FORST was cancelled since it was not required due to a reduced volume of traffic.
12. Coal available for use by locomotives is now being centrally allocated to the individual railroad districts every month. This is probably an economy measure. The total amount of coal allocated for September 1950 was 18,000 metric tons. No appropriate data are available for an assessment of the over-all coal situation.
13. Work on numerous construction projects was started with a view toward improving the efficiency of the railroad system. Their realization is, however, delayed by an acute shortage of rails. Plans for other improvements have also been reported.
- a. The reconstruction of the second track on the WITTENBERGE-GRGSTGOTTBERG line section, including the Elbe River Bridge, is nearing completion.
 - b. The reconstruction of the second track on the BERLIN-JUETERPORG-SITTENBERG line continues. The NULZIG-ZANIA section is completed.
 - c. Work on the reconstruction of the second track on the FRANKFURT/ODER-GUBEN railroad line has been under way since 1 October 1950. It is planned to build a rail link from FUERSTENBERG on this line to GRUNOW.
 - d. The planned construction of the EBERSWALDE-LOHENBERG line has been postponed until early 1951.
 - e. The conversion of the LOHRENBURG-NEUTADT-MATHENOW branch line to a main line is making slow progress and is meeting with great difficulties particularly with respect to the shortage of rails. Some of the passing sidings planned were completed.
 - f. It is planned to reconstruct the second track on the KOENIGSMUSTER-HAUGEN-LUUPSEN-JUERGENAU railroad line to COTTBUS and SENFTENBERG, and the GUBEN-COTTPUS-FRIEDRICHSWALDE-FALFENBERG railroad lines.
 - g. Work on the reconstruction of the second track on the LEIPZIG/LEUTSCH-GROSSKOMUTHA line section appears to have been started.
 - h. A camouflaged parking siding adequate for several trains, possibly command trains, is being built under Soviet supervision southwest of KOEPENICK with a connection to the BERLIN-FRANKFURT/ODER trunk line.

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- i. Passing sidings are being built on the MITTENWALDE-ZOSSEN and FORT-WEISSWASSER-DEINICKIRCH lines.
- j. The reconstruction of the railroad bridge across August Bebel-strasse in FRANKFURT/ODER reestablishes this second connection between the FRANKFURT/ODER marshaling yard and passenger station. This improvement of traffic conditions is of importance for Soviet transit operations directed via FRANKFURT/ODER.

- 25X1A 14. The reorganization and reduction of locomotive columns is, on the whole, completed. [REDACTED] a total of six columns continue in operation. Four of them, namely numbers 2, 4, 5, 8 are stationed in FRANKFURT/ODER, number 10 is in COTTBUS and number 11 is in HOEHNSTADT. The locomotives of the deactivated columns are being kept cold as a column reserve as follows:

Column Numerical Designation	Previous Location	Railroad District	Parked at	Railroad District	Assigned Railroad Repair Shop
3	PANKOW	BERLIN	RUEDNITZ station	BERLIN	PANKOW
6	PASEWALK	GREIFSWALD	DUCHEROW station	GREIFS- WALD	PASEWALK
7	KARLSHORST	BERLIN	BEMSKOW station	BERLIN	FRANKFURT/ ODER
9	COTTBUS	COTTBUS	UCKRO station	COTTBUS	COTTBUS
12	ANGERMUENDE	GREIFSWALD	STRASBURG station	GREIFSWALD	PASEWALK
13	SEDDIN	BERLIN	TANTOW station	GREIFSWALD	ANGERMUENDE

15. Secret statistical records presented the following picture of the number of locomotives available in the Soviet Zone of Germany as of 31 July 1950:

Operational parks: 4,675 locomotives, of which 3,350 were serviceable on the day of count

Column locomotives: 376 locomotives, 321 of which were serviceable on the day of count

Foreign-owned locomotives: 51 locomotives, 34 of which were serviceable on the day of count

Damaged German locomotives: 1,046

Damaged foreign locomotives: 1,062

16. According to a count made on 18 July 1950, the park of freight cars of all types totaled 105,075 units, the operational park amounting to 78,754 units.

17. With a view toward overcoming the shortage of railroad tank cars, a central tank car office (Kesselwagenleitstelle) was established in BERLIN.

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Its mission will be to accelerate turn-around times of railroad tank cars by central control. The new agency is assigned directly to the Directorate General of Railroads.

18. It appears that the conversion of the Soviet Zone railroads into a Vereinigung volkseigener Betriebe (Association of Nationalized Enterprises) (VVB), following a Soviet pattern, is to be implemented by late 1950. The establishment of a new Management Department attached to the regional railroad headquarters on 1 September 1950 is believed to be a preparatory measure in this direction.
 19. Experiments for the conversion of the gauge of freight cars are being made in the Ruhmbetriebswerk fuer Wagen (railroad car shop) (Bww) in PANKOW-HEINERSDORF. The method applied is believed to be a simplification of the procedure developed in Czechoslovakia after the war. The Czech procedure consisted of a shifting of wheel sets on the axle.
 20. The Five-Year Plan (1951 to 1955) of the Directorate General of Motor Traffic and Roads for the improvement of the Soviet Zone road net indicates the following present status of this net:

Autobahnen	1,378 km
National highways	8,646 km
Category I roads	17,401 km
Category II roads	18,348 km
Total	45,773 km

AUSTRIA-WESTERN HUNGARY

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 21. The general disposition of the Soviet occupation troops of the Central Group of Forces in Austria remained constant up to mid-October 1950. Only scarce and vague information has been obtained from Western Hungary.
 22. The 106th Gds Hv Tank SP Regt, [REDACTED] of the 13th Gds Mecz Div was confirmed in KAGRAN up to 10 September 1950. Several Soviet documents mentioned Gds Colonel Sokolov (fmu) as commanding officer of the regiment. He will now be carried in the OR lists as the commanding officer of the 106th Gds Hv Tank SP Regt instead of Colonel Chikin, (fmu).
 23. The elements of the 13th Gds Mecz Div, which went to the DOELLESHEIM troop training grounds in the spring of 1950, started returning to their home stations in mid-October 1950. Observations made in St. POMLEN in mid-October 1950 were indicative of the return of elements of the 95th Gds Ltz Rifle Div from the DOELLESHEIM troop training grounds. The AAA elements of the GHQ AAA unit of the Central Group of Forces in KORNIEUBURG, possibly the 23d AAA Div or Regt, were at their post in mid-October 1950.
 24. A report from Western Hungary stated that a train carrying Soviet troops with tanks and trucks was unloaded in TAPOLCA, 8 km north of the western portion of Lake Balaton, on 14 August 1950. The unit may have been a component of the 17th Gds Mecz Div which conducted field exercises in that area. The elements of the 17th Gds Mecz Div were last confirmed in the HAYMASKER training area on 30 June 1950. Another report stated that Soviet troops arrived in SZOMBATHELY and moved into the quarters

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of the 17th Gds Meez Div at the end of July 1950. It is possible that units of this division may have returned from the training grounds at that time.

EASTERN HUNGARY

25. Information dated May to August 1950 confirmed Soviet units in the SZEGED area. Another report stated that Soviet troops arrived in GOMBOELLOE, 12 km northeast of BUDAPEST, in August 1950. However, the report failed to give any indication as to the type, assignment and previous billeting area of the troops.

RUMANIA

26. No information on Soviet troops in Rumania was received in October 1950. The statements of a Rumanian deserter, referring to the time prior to February 1950, substantially confirmed the disposition of Soviet troops estimated at that time.

POLAND

27. A repatriated German stated that a Soviet unit of battalion strength, presumably a training unit, had been located in JAUER (O 52/B 90), and that a tank regiment, an infantry regiment, and an army headquarters was in LIEGNITZ in June 1950.

U.S.S.R.

28. A returned PW stated that a 19th Rifle Regt and a 27th Arty Regt were located in a camp north of PALIVERE, northeast of HAAPSALU, Estonian S.S.R., in January 1946. In World War II, a 19th Gds Rifle Regt and a 27th Gds Arty Regt belonged to the 8th Panfilov Gds Rifle Div which, until the end of the war, was a component of the Tenth Gds Army which has been in command in the Western portion of the Leningrad MD since 1945. In November 1946, the Panfilov Division was mentioned in Krasnaya Zvezda without reference to its location and, in July 1948, as a division in the Leningrad MD. The PW statement therefore constitutes a possible confirmation of the 8th Gds Rifle Div in the Estonian S.S.R. up to January 1946.

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* [REDACTED] Comment. For order of battle list and order of battle map, as of mid-October 1950, see [REDACTED]

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** [REDACTED] Comment. See [REDACTED]

*** [REDACTED] Comment. See [REDACTED]

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